

The Times

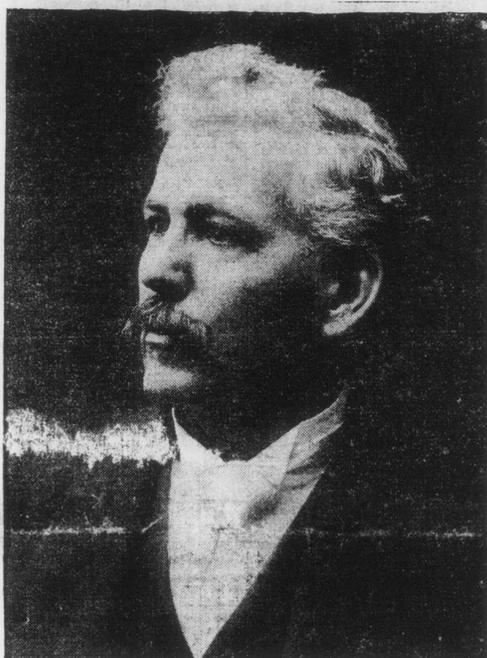
TWICE-A-WEEK EDITION
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VOL. 85.

NO. 87.

HON. W. TEMPLEMAN SWORN IN TUESDAY

Takes Portfolio as Minister of Inland Revenue—Hon. L. P. Brodeur Succeeds the Late Hon. R. Prefontaine.



HON. W. TEMPLEMAN.

(From Tuesday's Daily.)

Ottawa, Feb. 6.—The cabinet changes took place this forenoon and the new ministers afterwards took their seats on the tariff commission.
Hon. L. P. Brodeur, Minister of Inland Revenue, was sworn in Minister of Marine and Fisheries in place of the late Hon. Raymond Prefontaine; and Hon. William Templeman was sworn in

Minister of Inland Revenue in the place of Hon. Mr. Brodeur.

The swearing in ceremony took place in the Governor-General's office at 10 o'clock this forenoon, there being present besides Lord Grey, Sir Wilfrid Laurier and Hon. C. Fitzpatrick.
It is likely that Hon. Mr. Templeman will throw up his senatorship and run for the city of Victoria, G. Riley, M.P., taking his place in the senate.

RUNAWAY TRAIN CAUSED WRECK

FOUR MEN KNOWN TO HAVE PERISHED

Rescuers Were Unable to Release Express Messenger Who Was Burned to Death in Debris.

Helena, Mont., Feb. 6.—A disastrous railroad wreck occurred last night shortly before midnight two and a half miles west of Helena. A runaway Northern Pacific freight train crashed into a passenger train on the same line, wrecked it completely, set fire to it and up to 3 o'clock this morning four persons whose identity is assured are known to be dead, with a probability that two more, whose names it is impossible to learn, may have been burned in the wreck.
The known dead are: J. N. Robinson, Missoula; Charles Brickley, conductor of passenger train; Y. J. A. Jessup, express messenger; and Foster Senegal, a merchant of Elliston.
Brakeman Edward Brown was seriously injured, but not fatally.
None of the passengers who escaped with their lives was seriously injured. The passenger train passed through Austin, about eight miles west of Helena, on time. Following it was a long freight train made up of box and flat cars loaded with lumber and shingles. At Austin the engine was uncoupled from the freight to take water, and the train was left standing on the track. There is a steep grade east of Austin, and by some means the freight train got started down the hill.

The passenger train was standing at the Montana Central crossing when the engineer heard a sound behind him that warned him of danger. He started his train, but had gone only a few feet when the runaway crashed into the rear car.
There were but two cars in the passenger train, and these were smashed and thrown into the ditch. The engine did not leave the track, and Engineer Petty managed to keep ahead of the flying freight, which went about 500 feet after the collision before it, too, went off the track.
In a few minutes fire started, and for hours the cars and the lumber burned fiercely. The crash of the collision was heard by persons living in the vicinity, who immediately started for the wreck. They found the combination car on fire and pinned under a mass of wreckage was Messenger Jessup. He was conscious, and heroic efforts were made to release him from his situation, but the flames finally compelled the rescuers to withdraw. Jessup was still conscious, and struggled to release himself as the fire took hold of his limbs, but the effort was fruitless, and after a few screams of agony he became unconscious. Exposed to full view with blazing shingles all about him and his bed a mass of red hot coals, was the body of an unknown man. It was slowly consumed until all that was left was a thin and outstretched where two stumps that a few hours before had been arms.

HARRIMAN RAILWAYS.

Plans for Consolidation Reported to Be Complete—Merger Will Include Southern Pacific.

Chicago, Ill., Feb. 6.—The Tribune today says: "Plans for a consolidation of the Harriman railways are expected soon. Nominally the proposed merger includes only the Illinois Central and Union Pacific, but the Southern Pacific, now operated practically as part of

the Union Pacific system, will really form part of the combined lines. Instead of the Union Pacific Company taking control of the Illinois Central as has been reported, it is the Illinois Central which is to get control of the Union Pacific. This will be done through the purchase of the Union Pacific by means of an issue of collateral trust bonds.
"It was asserted positively yesterday that the plan which E. H. Harriman and the Illinois Central have been working on contemplates offering Union Pacific shareholders either \$175 or \$200 a share for Union Pacific stock in four per cent. guaranteed bonds, with the purchased stock of the Union Pacific as collateral security. The financial operation will be similar to that of the purchase of the Burlington by the Great Northern and Northern Pacific through a collateral trust bond issue. The deal will be handled through the Railroad Securities Company, which was organized in 1896 by E. H. Harriman and Illinois Central interests to purchase Illinois Central stock."

J. TREVARROW DEAD.

Former Superintendent of the Le Roi Passed Away at Los Angeles.

Roseland, Feb. 5.—A telegram from Los Angeles announces the death there of Jas. Trevarrow, late superintendent of the Le Roi. Mr. Trevarrow left here on January 11th for Los Angeles in the hope that the mild climate there would cure him of his pulmonary complaint with which he had been afflicted for three years. Deceased came here from the Drum Lummon mine, Marysville, Montana, in 1887 and was employed in the Le Roi mine until 1901, when he took the place of superintendent of the Snowshoe mine at Phoenix. In 1904 he returned to Roseland and took the place of mine superintendent of the Le Roi, which place he has held up to the one he left here for Los Angeles. He was 44 years old and a native of Cornwall, Eng. He leaves a wife and six children, the oldest of whom is about thirteen.

SAYS LAW HAS BEEN VIOLATED

SECRET SERVICE CHIEF MAKES SERIOUS CHARGE

Captain of Every Steamer Wrecked on Pacific Coast in Three Years Was Fraudulently Naturalized.

Chicago, Ill., Feb. 6.—John E. Wilkie, chief of the United States secret service, said last night that the captain of every steamer which had been wrecked on the Pacific coast in the last three years, had been found to have been fraudulently naturalized.
The secret service bureau is working on fraudulent naturalization, principally in San Francisco and Philadelphia, and to some extent in New York.
"Under the law no man can become captain of an American ship unless he is an American citizen," said Chief Wilkie. "We found in San Francisco a number of Scandinavians who were captains, but not Americans. In Philadelphia the trouble was among the Italians. In New York we prosecuted one court clerk who had been the fraudulent part of the business. A recommendation has been made to congress that the right to naturalize a man be given to a federal court exclusively, and I believe congress at the next session will establish a department of naturalization and take the power from the state authorities."

BRIEF TELEGRAMS.

Emperor William's gift to Miss Alice Roosevelt on the occasion of her wedding will be a beautiful artificial ivory wrought bracelet.
It is reported that a military convention has been concluded between Italy and Montenegro for the purpose of becalming Austria's predominance in the Balkans, but neither confirmation nor denial of it can be obtained in official circles at Vienna.
Archbishop Keane, of Dubuque, in a sermon in St. Patrick's church, Clinton, Ia., on Sunday, said that "The man who slights his work and gives his employer less than he agrees to give, is a thief, and any labor union that upholds him in this slighting of work is a school of thievery."

BILLIARD CHAMPIONSHIP.

Willie Hoppe and George Stossion Will Play in New York Next Month.

New York, Feb. 6.—Willie Hoppe and George Stossion yesterday settled the details for their championship billiard match. They will play a 500-point game for \$500 a side and the championship emblem, which Hoppe won from Vignaux in Paris. The match will be at eighteen-inch ball line, one shot in, and will be played on March 25th in the Madison Square Garden concert hall. This will be the first championship match played in this country since 1891, when Schaefer won the title.
Playing cards were invented in 1381. No human hand was stamped on coins until after the death of Alexander the Great. Previous to that time the images used were deities.

SIXTEEN PERSONS LOST THEIR LIVES

TWELVE PERISHED IN BURNING OF HOUSES

Number of Children Among Victims— Railway Collision in Oregon— Four Men Killed.

Baltimore, Feb. 6.—An isolated small frame house, near the village of Curtis Bay, in Arundel county, early today was consumed by a fire in which were baked to death nine colored people.
The only inmate who escaped with her life was Ella Webster, who managed to get to a window and jumped from the second story to the ground. For a few minutes after striking the ground she was unconscious, and on recovering made her way to neighboring houses and gave the alarm. When the neighbors arrived the house was a pile of blazing and smoking debris and nothing but the charred bodies of the victims was left.
According to the statement of the survivor, the fire was caused by one of the younger children, who got up to start the fire in the chimney place and accidentally scattered coals on the floor.
Three Children Perished.
Helena, Mont., Feb. 6.—Three young children of J. B. Piper, all girls, aged one, three and five years, were burned to death in their home six miles south of Big Timber yesterday, according to a special to the Record.
It appears their father and mother were both absent, leaving the little ones alone in the parents' room. It is supposed that the children were playing with matches.

Railway Wreck.

Portland, Ore., Feb. 6.—One of the most serious disasters that has occurred on the O. R. & N. railway, took place this morning. In the town of Grigville, Oregon, when the Pacific express from Chicago crashed into the rear of the Spokane-Portland special. Four persons were killed as follows: Edward L. Smeton, an employee of the American Foundry Association of the Italians; John Cal. Engineer; a man who was just returning from a business trip to Idaho; A. E. Edwards, a checkman in the employ of the Oregon Transfer Company, who was a cripple, having lost a leg in a wreck several years ago; a man named Henry, whose antecedents are unknown, and an unknown man.
The more seriously injured are Mrs. W. Riley, of Walla Walla; James K. Russell, East. Several others were more or less shaken up and bruised.
The engine of the Spokane-Portland special had met with an accident, and was standing on the main track, when the Pacific express, behind time and making up speed, came into sight. An effort was made to stop her, but the bursting of a steam pipe at a critical moment drove the engine and the Spokane train almost demolishing it.
As soon as news of the wreck reached this city a special train was sent from Hood River, and the bodies of the deceased were taken to the hospital. The injured were brought here, and are being cared for at St. Vincent's hospital.

THE TARIFF COMMISSION.

Representatives of Canadian Manufacturers' Association Presents Its Case.

Ottawa, Feb. 6.—The tariff commissioners met the railway committee of the House of Commons today. There were present Hon. Messrs. Fielding, Paterson, Broderick, Templeman and Sir Richard Cartwright.
Edwin D. Metcalfe, representing the International Harvester Company of Hamilton, said that the Canadian factory was independent of the United States works, although affiliated with them. The tax on agricultural implements was a direct burden on farmers and he was therefore opposed to any increase in protection on agricultural implements. Any changes in the iron and steel schedules should be in the way of bounties. He favored uniform duties on all classes of agricultural implements. Articles entering into the manufacture and not made in Canada should be admitted free or at not more than 5 per cent. He said that there was no necessity for a duty on binder twine.
Robert Hobson, Hamilton Iron and Steel Company, asked a duty of \$5 a ton on pig iron, \$4 on steel billets and \$2.50 on steel ingots.
G. W. Booth, Toronto, opposed the German tariff as being against the interests of consumers.
A. O. Horst, representing Charles Goodall & Sons, London, England, wanted a duty of four cents a pack on English playing cards and eight cents on American cards.
John G. Hayden, cocoa matting manufacturer, asks for a level rate on carpets of 35 per cent.
James Livingstone, in connection with the lined oil industry, asked an increased protection and a specific duty of one and a half cents per pound on crude oil and one and three-quarters on boiled or bleached oil. The Canadian industry was hit hard by the preference.
The Canadian Manufacturers' Association presented its case. Its representatives said industries were suffering from the unequal competition of foreign manufacturers. Others were depressed because of the competition from Britain, and a revision of the tariff was necessary. Competition from the States should be shut out. Every dollar sent to the States built up Canada's competitors. A policy was wanted which would invite the investment of capital and offer good wages to workingmen from foreign competition.
As for the farmer, Cobden said his interest was that of the whole community. This was true to-day. During the last few years over one hundred branches of the United States manufacturers had been established in Canada. He hoped Britain would do something to supply the Canadian trade. He wanted to manufacture all possible in Canada and import the surplus from Britain. He favored a substantial preference which would not prevent the development of Canadian resources.

MYSTERIOUS CASE.

Daughter of an English Lord Alleged to Have Been Kidnapped and Placed in Asylum.

New York, Feb. 6.—The Tribune this morning says: "The daughter of an English lord was kidnapped off the coast of Yokohama in November last and brought to this city on board a yacht, being taken from the yacht at quarantine a raving maniac and transferred to an insane asylum.
"These facts became known yesterday when it was learned that a warrant was in the hands of Central office men supposedly for the arrest of the man who held responsible for the kidnapping. Not a word was given out at police headquarters concerning the case, although Police Inspector McLaughlin is quoted as having asserted that he was only waiting before giving all the facts.
"From a trustworthy source it was learned that an English lord while travelling in France in 1878, met a woman who afterwards became the mother of a child. This child, a girl, was taken to England by the lord in question and kept away from his family. He finally consented that a friend, the captain of a merchantman plying between London and Yokohama, should adopt the girl. The girl was brought up at Yokohama. On sea trips with her adopted father she is said to have met the lord, who lived on his estate. Soon the girl came to be spoken of as an heir to some of the lord's property and this fact led to the kidnapping.
"The report is that she was taken from a boat on which she was a passenger to a yacht. Several days later the yacht, it is said, was in New York harbor, but the woman was missing. The London and Yokohama police were corresponded with and then the New York police were asked to hunt for the missing woman.
"The search of the Central police resulted in finding her in an insane asylum. When the yacht came into port the authorities found the woman virtually insane. Several days later she had been kept for weeks. The quarantine authorities discovered that she was mentally unbalanced and it was reported that she had become a raving maniac. Central officers visited the Jefferson Market court on several successive days last week expecting to find a visit from a man who was reported to be a guest at the Waldorf. For some reason this man, who was expected to make a complaint upon which a warrant could be asked, did not appear in court. A warrant was issued yesterday by an unknown magistrate, and armed with this the Central officers went to Westchester county and called on other places. It is said, at a well known country club there, seeking to serve the warrant.
"Dr. Doty, head of the medical staff at quarantine, said last night that he could not recall the finding of any such woman on a yacht. No such patient could pass quarantine without the officials there knowing it, for a registry is kept, he said, on which an entry was made of the arrival and departure of all patients."

OPPOSED BY GERMANY.

Will Not Consent to French and Spanish Control of Moroccan Police.

Berlin, Feb. 5.—Germany's attitude towards the proposition to place the control of the Moroccan police in the hands of France and Spain is one of firm opposition, since the arrangement would, according to the German view, amount practically to giving France an authority over the police, which Germany hitherto has steadily resisted.
The foreign office says that the delegates to the conference at Algiers will devote the next few days, while the conference is not sitting, to an informal exchange of views on the subject of the management of the police in an attempt to shape some acceptable plan for adjusting this vexed question.

DOMINION DISPATCHES.

Many Farmers Coming to West—Laborer Killed by Collapse of a Derrick.

Winnipeg, Feb. 5.—An Owen Sound (Ont.) land syndicate have disposed of a large section of Saskatchewan and Alberta lands to New York and Ohio farmers, who will locate on it this spring. There are about 15,000 settlers assured for the West through this source alone.
Seeding in Progress.
Calgary, Feb. 5.—Seeding commenced today at several points in Southern Alberta, principally in the vicinity of Raymond.
Instantly Killed.
Keewatin, Ont., Feb. 5.—John Laute, employed as a laborer on the construction of the Keewatin flour mills here, was instantly killed this afternoon by the collapse of a derrick following the breaking of a goose neck. He leaves a wife and five little children.
New Record.
Wiaraton, Ont., Feb. 5.—The steamer Hodgson made a new record for navigation in Georgian Bay by taking a load of freight on Friday to Lion's Head, 23 miles north, returning on Sunday. This is the first time the bay was ever navigated in February.
Brooded Over Trouble.
Kingston, Feb. 5.—Nothing definite can be learned at the Bank of Montreal as to the cause of the suicide of Mr. Mackenzie. He had been in Montreal during the week, returning Friday. From his friends it was learned that whatever troubles existed in the bank were as to the management, and that everything would have come out satisfactorily in the end. It is understood that the deceased manager had some contrary to instructions in some matters, but nothing happened that would lead to arrest. Mackenzie took his trouble greatly to heart and brooded over it till his mind became affected.
Action Settled.
Toronto, Feb. 5.—The Toronto Railway Company has settled with the relatives of C. O. Lockwood, who was killed at the corner of Queen and Canal streets some months ago by a runaway car, Mrs. Lockwood receiving \$5,000 and costs of the action. The motorman of the car was tried at the assizes on a charge of being criminally responsible, but was acquitted, the jury holding that he was not to blame, but that the accident was due to the faulty condition of the car and rails.
Two Fires.
Montreal, Feb. 5.—Damages to the extent of \$10,000 were caused by a blaze which destroyed a large storehouse con-

ANXIETY SHOWN BY THE GOVERNMENT

Conservative Members of Kaien Island Committee Insist Upon E. V. Bodwell Being Called Before J. Anderson.

(From Tuesday's Daily.)
The inquiry into the Kaien Island land grant opened this morning in the ministers' room, parliament buildings. The committee was presided over by J. F. Garden, chairman of the select committee of the House appointed on the motion of J. A. Macdonald, Dr. Young, secretary of the committee; J. A. Macdonald, C. Munro and W. Ross, the other members of the committee, were present. Mrs. Blyth is acting stenographer of the proceedings.
The action of the Premier and the Conservative members of the committee made it perfectly evident that the government is not too anxious to have the fullest investigation. The Premier requested an adjournment in order that he could attend the sittings. W. R. Ross supplied the additional reasons for the desired adjournment by venturing the suggestion that J. Anderson should be the first witness of importance should stand aside in order to allow of E. V. Bodwell being heard. It was quite evident, therefore, that Mr. Anderson is not desired by the government to state what he knows of the transaction until Mr. Bodwell has outlined the general trend of it. The government's attempt to block the investigation until Mr. Bodwell is ready to give his evidence was very apparent, the true motives being revealed by the member for Fernie.
J. A. Macdonald wished to hear Mr. Anderson's version of the transaction, but the government members would have nothing of it, and by their votes declared themselves opposed to any other programme than that outlined.
When the proceedings opened this morning E. B. McKay, of the lands and works department, was the first witness called. Showing a map prepared by J. Fred Ritchie, of Kaien Island, and surrounding country, witness said it appeared to be an accurate map.
In answer to Mr. Macdonald he said that he could produce the official maps of the Kaien Island grants made by G. T. R. The first official information he had of the Kaien Island grant was when the crown grants were ordered to be prepared. He had knowledge of it by newspaper report before that. He could not remember any one making search in the office in connection with

the lands. The application came in a regular way to his department, where the draughting was done.
His attention was called by Mr. Macdonald to lots on the mainland near to Kaien Island, numbered 449, 450, etc. Witness said that these were he thought taken up under South African scrip. The surveys in that neighborhood were made by J. F. Ritchie and others.
A request was at this point brought from Premier McBride that he would like the committee to adjourn until Thursday as he wished to attend the sittings and could not do so to-day as he had a deputation waiting upon him. W. R. Ross moved that the committee rise until Thursday morning.
J. A. Macdonald thought the request was not altogether unreasonable, but as the evidence would be extended the Premier would have an opportunity to re-use it. He thought it might be wise to go on to-day and take the evidence of J. Anderson, who was present, and then adjourn until Thursday.
Mr. Ross said that he thought it would be wise to take the evidence in the proper sequence of events. He therefore thought E. V. Bodwell, K.C., whose name had been prominently mentioned in connection with the transaction, should first be called. Mr. Bodwell would not be able to attend until Thursday.
Mr. Macdonald thought that if the sequence of events was to be followed J. Anderson should be the first witness called. He had noticed by a report that Mr. Anderson was the first to have connection with the transaction. It was reported that he had formed the syndicate which had proceeded towards acquiring the lands.
Mr. Ross moved that the committee rise until Thursday and that Mr. Bodwell then be called.
Mr. Macdonald in amendment moved that the evidence of Mr. Anderson be taken at once.
The amendment was lost, Messrs. Garden, Ross and Young voting against it, and Messrs. Macdonald and Munro for it.
The motion of Mr. Ross was then carried by the same vote, and the committee rose until 10 o'clock Thursday.

INQUIRY AT SEATTLE.

Into the Loss of the Valencia—Allison's Statements.

Seattle, Feb. 6.—Cornelius Allison, a survivor of the Valencia, was the first witness called at the reinvestigation of the wreck yesterday. Inspectors Whitney and Turner assumed their familiar attitude, either from force of habit or a determination to shield sailors of the Valencia from blame, and so save the Pacific Coast Steamship Company thousands of dollars. With the complaint which Allison had filed against the steamship company asking \$5,000 damages in his hand, Inspector Whitney went through the complaint, taking up every point in the complaint where an attack was made against officers and crew of the Valencia. Inspector Whitney was attempted to convince Allison he was wrong. Allison attacked members of the crew for not being at their stations, and another discussion took place. Despite the fact that the inspectors tried their best to break down Allison's testimony, but he stuck to his statements.
The investigation will be resumed again on Thursday.

DESTROYED BY BOMB.

House Demolished and Many Persons Are Believed to Have Been Killed.

Berlin, Feb. 5.—The Anzeiger to-day printed a dispatch from Kattowitz, Prussian Silesia, stating that a private house at Salice, across the Russian frontier, has been destroyed by the explosion of a bomb.
The bodies of twelve persons caught in the ruins have been found, and it is believed that many others were killed.

REQUEST FOG SIGNAL.

Nanaimo, Feb. 6.—The city council last night decided to ask the government to place a fog signal at Protection Point for the safety and convenience of mariners.

STORY OF LAST MOMENTS OF WRECK

WHAT LOGAN'S PARTY SAW FROM THE CLIFF

Broken Line From the Valencia Lying Across the Trail—How the Survivors Died.

body of a Japanese. It was never seen again. On Saturday morning the first boat landed from the revenue cutter Grant; but it was found impossible to take off any more of the crew...

(Special Correspondence of the Times.) On Board Tug Lorne, Feb. 5.—Your correspondent considered it advisable to consult with all parties present on the beach near the scene of the wreck and give a truthful account from those who took part in the last minutes, before the wreck broke up and the men and women floated out on the wreckage...

They reached the scene of the wreck about 10 a.m. Wednesday and would have passed on but for a small rope which was across the trail, about one hundred yards from the edge of the cliff. Attached to the end of the small rope was a harpoon buried in the ground. The trail is about four hundred yards from the steamship, and when the men pulled on the cord, which was no thicker than a lead pencil, they found that it was broken only about a fathom remaining on the land side.

Shortly after the two men went with the spar. The tide was running out and the wreckage with those clinging to it, went seaward. The party stated that no steamer was in sight from the top of the cliff at the time the wreck broke up. Logan and his men then started for the hut, and arrived there about 4 o'clock on Wednesday afternoon.

Washed Ashore. Each time closer to his destination, and at last, in an exhausted state he reached the side nearest the wreck and crawled out. He joined Logan's party and walked along the beach towards the wreck, returning at noon. Bunker shouted out several messages to the operators and they were sent from the hut to the cable station.

The government hatchery at Harrison lake is reported to be doing very well, and it is estimated that this season about 30,000,000 young salmon will be liberated.

SECOND OFFICER'S EVIDENCE COMPLETED

AT INQUIRY INTO WRECK OF VALENCIA

Denied There Was any Drinking After Vessel Struck—J. Hancock on the Witness Stand.

At yesterday afternoon's session of the Valencia inquiry A. E. McPhillips, K. C., appeared on behalf of the provincial government. There was quite an argument as to his right to cross-examine witnesses. He was finally permitted to do so, although Captain Gaudin thought it a matter for regret that Mr. McPhillips had not been present from the beginning.

He estimated that the distance from San Francisco to Cape Flattery was about 700 miles. It was about 7 o'clock on Monday night when the vessel was off Destruction Island. By the log the ship was 680 miles from 'Frisco at 10 o'clock on the night of the wreck. As the log overran about five or six per cent, he believed that the actual distance from 'Frisco at that hour was approximately 650 miles. In his experience very few logs showed the same figures. They were not accurate, some overrunning and others falling short a considerable extent.

There were new men among the crew. As far as he knew no fire drill was held for the benefit of these men during the voyage. What was happening in other parts of the vessel during the time he was occupied with his boat he didn't know.

Answering J. Lawson, who appeared for the P. C. S. Co., witness said that fire drills were generally held on the trips from Victoria to Seattle and between Sound points. The small boats were examined at regular intervals to see that their fittings were complete. They had to be lifted a couple of feet from the deck in order to clear them.

Number of Questions. but the chairman objected to covering ground that had already been gone over. Mr. McPhillips protested strenuously. He stated that if he wasn't going to be permitted to cross-examine witnesses, he would more service be rendered by being precluded from participating in the proceedings. In his opinion he occupied a position much different from any other counsel present.

Life Rafts Had Been Prepared. The previous day so that if the hull had broken they would have floated clear. Seeing how things were going the chief officer asked witness to form a party to take one of the rafts. Very few rafts were used. After leaving they tried to reach one of the ships. Finding that impossible they made for Cape Beale. They had drifted clear of that point and were washed ashore on Turret Island. Next morning they were taken to the steamer Shamrock and taken to Nequoc. There they got in communication with Bamfield, were picked up the next day by the Salvor, again visited Turret Island and recovered three bodies which were taken to the steamer from the main party, and ultimately reached Seattle via Bamfield.

PROTEST AGAINST THE UNIVERSITY BILL

Committee Representing Three Universities Waited Upon the Government to Record Their Objections.

On short notice a meeting of the alumni of the Toronto Trinity and Victoria universities met Tuesday morning to consider the university bill now before the Provincial House. After some discussion a committee was appointed to wait upon the government to enter a protest against the bill as it now stands.

The bill to provide for the establishment of a British Columbia university in the province at some future time. It further discriminates against other universities entering the province. The committee also objected to the government handing over to an institution named in the bill any school properties, and suggested that the name be changed to read the Memorial University of British Columbia. The bill had no objection to a branch of the university being established in the province. In fact they thought the same should be encouraged.

Referring to witness' remark to the effect that the regulations did not require the use of life rafts, Mr. Lugin said that the regulations did not require the use of life rafts, Mr. Lugin said that the regulations did not require the use of life rafts, Mr. Lugin said that the regulations did not require the use of life rafts.

Lessened Its Efficiency. He would not pass a preserver of granulated cork. With regard to the bulkheads, witness said that if the hull had been punctured well forward the ship might have kept afloat in deep water providing the sluices had been properly closed. The carpenter was the man generally entrusted with the closing of the sluices. He refused to answer the question as to whether he considered that the vessel had been properly equipped with safeguards as necessary.

Launched During His Inspection. A can of coal oil had been in the boats. He hadn't looked to see whether there was vegetable or animal oil aboard. Counsel then quoted from section 30, sub-section (c) of the regulations, which reads as follows: "With one gallon of vegetable or animal oil and a vessel of an approved pattern for distributing it in the water in rough water. He asked why witnesses had not complied with that section. The latter thought he had done all in his power. He had taken note of the can among the boat's equipment.

Inspection of the Valencia had been complete irrespective of the United States officials. He had nothing to do with inspecting the equipment of vessels, his duties being confined to the engine room. The latter was placed amidships. He didn't know where the water had come in when the Valencia struck. She had the usual bulk-heads, but he had never tested them. Mr. McPhillips asked whether witness considered that the Valencia had held together well. He replied in the affirmative stating that three days in the face of rough seas was a considerable time.

PROCEEDINGS OF THE LEGISLATURE

THE UNIVERSITY BILL

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PROCEEDINGS OF THE LEGISLATURE

THE UNIVERSITY BILL

The legislature has upon short notice a meeting of the alumni of the Toronto Trinity and Victoria universities met Tuesday morning to consider the university bill now before the Provincial House. After some discussion a committee was appointed to wait upon the government to enter a protest against the bill as it now stands.

The bill to provide for the establishment of a British Columbia university in the province at some future time. It further discriminates against other universities entering the province. The committee also objected to the government handing over to an institution named in the bill any school properties, and suggested that the name be changed to read the Memorial University of British Columbia.

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Vertical advertisement on the right edge of the page, containing various notices and prices for goods and services.

PROCEEDINGS OF THE LEGISLATURE

COLLEGE BILL WAS UNDER DISCUSSION

Some Amendments are Proposed, Among Them Being a Change in the Name.

Victoria, Feb. 5th. The legislature has again entered upon short sittings, rising today about 3.30. The members on both sides were carriages presented by Mrs. H. Dallas Helmcken.

To the surprise of many the bill to amend the Provincial Elections Act by the reduction of the deposit required from candidates from \$200 to \$50 passed its second reading, presented by Mrs. H. Dallas Helmcken.

The bill to provide for a McGill College in this province, came up for second reading and was explained by the Minister of Education. The establishment of the college is to take the place of a provincial university. A yearly donation of \$5,000 from one of the best friends of McGill is, according to the minister's statement, assured.

The last annual Jaunt of the Attorney-General to London was made the subject of questions by John Oliver today. The opinion Mr. Oliver holds of Hon. Chas. Wilson's ability as an attorney-general was expressed by the former a few days ago on the floor of the House, when Mr. Wilson had given an opinion on a legal point. Mr. Oliver said the opinion had little value, in view of the fact that the attorney-general had more losses in court to his credit than any preceding attorney-general of the province.

Prayers were read by the Rev. F. T. Tapscott.

Petitions. G. A. Fraser presented a petition from the Canadian Bank of Commerce, Greenwood, and others, in favor of a private bill to amend the "West Kootenay Power and Light Company Act. This was received.

New Bills. The following bills were introduced, read a first time and ordered to be read a second time to-morrow.

By Hon. Chas. Wilson, a bill entitled "An act respecting the Cancellation and Amendment of Plans," and a bill entitled "An act to Consolidate and

Revise the Land Registry Act."

By W. Davidson, a bill entitled "An act regulating Hours of Labor in certain Industries."

By Price Ellison, a bill entitled "An act relating to Telephone Companies."

PREAMBLE PROVED. Dr. Young presented the thirteenth report from the Private Bills committee, reporting that the preamble of the bill entitled "An act to amend the 'Lightning Creek Gold Gravels and Drainage Company (Limited Liability) General for the province of British Columbia v. The Attorney-General for the Dominion of Canada. (Deadman's Island appeal)'"

Mr. Oliver asked the minister of finance the following question: "What were the expenses of the hon. the attorney-general on account of his recent trip to England?"

Hon. R. G. Tatlow replied as follows: "\$1,344.75."

Mr. Oliver asked the chief commissioner of lands and works the following questions: 1. Has any land been leased to any company or companies for the purpose of cutting pulp timber thereon?

2. If so, how much to each company. 3. For how long a period, and on what terms? 4. Do the leased lands (if any) contain fir and cedar in quantities?

5. If so, on what terms can the company or companies cut fir and cedar? Hon. Mr. Green replied as follows: "1. Yes.

"2. Oriental Power & Pulp Company, 84,189 acres; Quatsino Power and Pulp Company, 46,828 acres.

"3. Twenty-one years. A form of lease is laid on the table.

"4. Not in the knowledge of the department.

"5. Under the provisions of sub-section (b) of section 6 of the 'Land Act Amendment Act, 1901.'"

Mr. Murphy asked the chief commissioner of lands and works the following questions: 1. How much was expended for roads and trails in Cariboo district been expended?

2. On which roads and trails was this amount expended, and how much of it was expended on each of them? 3. Has the \$22,000 voted last session for the Cariboo main trunk road been expended?

4. What portion of this \$22,000 has been expended on that section of the Cariboo main trunk road extending from the southern boundary of Cariboo district to Barkerville?

5. Of the portion mentioned in question 4 hereof, how much has been expended for wages? How much for tools? How much for horse hire? How much for purchase of horses?

Hon. Mr. Green replied as follows: "1. Yes.

"2. Statement attached.

"3. \$9,945.32.

"4. Wages, \$7,582.36; tools, supplies, feed, etc., \$2,063.76; horse hire, \$54; purchase of horses, \$325; total, \$9,945.32.

"5. No, on what terms can the commissioner of lands and works the following questions: 1. How much money was expended on roads on Texada Island during the year ending June, 1905?

2. How much has been expended during the current year? 3. Has value been received for the moneys expended?

4. Is the government aware that a number of settlers have left their homes on account of having no roads? Hon. Mr. Green replied as follows: "1. \$401.50.

"2. \$786.00.

"3. The government has every reason to believe so, there being no information to the contrary on record in the department.

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"4. The government has no information on record regarding this matter."

Third Reading. The report on the bill to amend the Assessment Act was adopted and the bill passed its third reading.

The bill for the relief and discontinuance of the municipality of Dewdney passed its third reading.

The report on the bill to amend the Dyking Assessments Adjustment Act was adopted.

Railway Bill. The bill to ratify an agreement which has been arrived at between the Dominion and provincial governments respecting the western boundary of the railway belt was committed with R. Hall in the chair.

The committee rose and reported the bill complete without amendment.

University Bill. On the second reading of the bill to incorporate the Royal Institution for the advancement of learning of British Columbia, Hon. F. J. Fulton said that the bill marked a very important epoch in educational matters in the province. It was a step and an important one in the direction of granting degrees in this province instead of sending the children thousands of miles to get their training. The other bill respecting McGill University was to be taken in conjunction with this one. McGill University was by it to be given degree conferring powers in the province.

McGill had for a number of years been co-operating in educational work in this province by affiliation with the high schools of Vancouver and Victoria. It was proposed now to go farther and undertake further work by establishing a branch of the university in the province. A delegation visited the province last year from McGill resulting in this bill being introduced.

A university bill was passed through the House 16 years ago. Up to this time it had never been found possible to take advantage of it. The cost of equipping a university had been found to be too great to permit of its being undertaken. To equip and build a university of any standing would require an expenditure of at least \$200,000. An annual expenditure of from \$40,000 to \$50,000 would also be entailed. It would undoubtedly be better to get a standard university like McGill to establish a branch here. That university had in some departments an equipment which represented \$200,000 expenditure. In applied sciences the equipment represented about \$700,000. How could a provincial university hope to compete with such a university?

The proposal was to give two full years in arts, two full years in applied science and a course in chemistry and biology, looking to a course in medicine. It was expected that in a few years the course in mathematics and literature where no expensive equipment was required would be extended beyond the two years.

Although a university act was on the statutes for 16 years nothing had been done to take advantage of it. It would probably be twenty years longer before the province could find itself prepared to equip a university. Under the circumstances it would be wise to accept the offer of McGill.

Sir William Macdonald had promised \$5,000 a year for three or five years for the establishment of this college with a promise that if more were needed it would be supplied.

The university proposed to grant certificates at the end of the two year course which would be accepted at McGill. There would be a staff of seven or eight professors. McGill University will have everything to say in the course of studies to be adopted.

Arrangements were also made by which any part of the High school work might be undertaken by McGill. This would relieve the trustees and the work would be undertaken in a far better way than could be hoped from the local authorities.

The bill passed its second reading. The bill respecting McGill University

also passed its second reading. The Midway and Vernon. The House went into committee on the Midway and Vernon railway with J. R. Brown in the chair.

The bill passed committee without amendment. Elections Act Amendment. On the adjourned debate on the second reading of the bill to amend the Provincial Elections Act the Speaker gave his ruling on the point of order raised on Friday that the bill was out of order as it affected the revenue.

The Speaker held that it was in order and that it did not affect the revenue in the parliamentary sense of the term. S. Henderson, in resuming the debate, pointed out that the qualification with respect to owning property had been done away with in Great Britain and Canada. He thought it would be wiser to retain the deposit at \$200 as a reduction would tend to a greater number of candidates running and a minority representative would often be elected.

J. A. Macdonald did not count anything on the forfeiture section. He did not approve of the act on the ground that the treasury should be enriched by forfeiting of deposits.

The important feature in the act was that there was danger of candidates being elected who did not represent the majority of the electors. There was no system in force in this province like that in some countries by which provision was made for the securing of a majority vote before a candidate was elected. In view of this he preferred that the \$200 deposit should be maintained.

W. G. Cameron also favored the deposit remaining at \$200 on similar grounds to that of Mr. Macdonald. He advocated some system of proportionate representation being devised.

The bill was carried on its second reading on the following division. Ayes—Messrs. Tanner, Davidson, Hall, Hawthornthwaite, Williams, McBride, Wilson, Bowser, A. McDonald, Garden, Taylor, Wright, Young, Gifford, Macgowan and Manson—18.

Nays—Messrs. King, Brown, Murphy, Jones, Oliver, J. A. Macdonald, Henderson, Munro, Paterson, Cameron, Tatlow, Cotton, Ellison, Fulton and Grant—15.

The House then adjourned until to-morrow. Notice of Motion. Premier McBride will move on the report on the bill to amend the Midway & Vernon Railway Company Act, 1901, to insert after section 4 the following section:

"5. Nothing in this act contained shall be held to extend, vary or in any way affect the provisions of the said Midway & Vernon Railway Aid Act, 1902, regarding the earning of aid by said company under said act or the granting of aid to said company under said act."

(From Wednesday's Daily) Victoria, Feb. 6th, 1906.

The McGill College bill came up for discussion in the legislature this afternoon. While under consideration on its second reading, objection was taken

by R. Hall to the designation of the college as the Royal Institution for the Advancement of Learning as B.C. He contended that it should be known as McGill College. He has accordingly given notice that he will move to change the name. Other objections to the bill were raised, among them being one by S. Henderson, who saw no reason why there should be no representation of the Lieut.-Governor in Council and of the graduates on the board of trustees of the institution.

The bill will be considered further in committee. The remainder of the business was largely of the uninteresting character. Prayers were read by Rev. F. T. Tapscott. Committee's Report. A. H. B. Macgowan presented the third report from the railway committee to the effect that the preamble has been proved of the bill to incorporate the Southern Okanagan Railway Company, and the bill to incorporate the British Columbia Central Railway Company.

The report was received. New Bill. On the motion of Parker Williams, a bill intitled "An act to amend the 'Master and Servant Act,'" was introduced, read a first time and ordered to be read a second time to-morrow.

Annual Report. Hon. C. Wilson presented the annual report of the police, jails and juvenile reformatory of the province for the year ending October 31st, 1905. Third Reading. The bill to amend the Dyking Assessments Adjustment Act, 1905, passed its third reading.

Railway Belt. The report on the bill to ratify an agreement arrived at between the Dominion and Provincial governments respecting the western boundary of the railway belt was adopted. College Bill. The bill to incorporate the Royal Institution for the Advancement of Learning of British Columbia was committed, with J. R. Brown in the chair. On the following section some discussion was aroused:

"The Royal Institution shall consist of not less than eight and not more than fifteen members, one of whom shall be elected president. They shall have power, however, in addition, to give such representation to any school board or other bodies in charge of public education as may be agreed upon. The minister of education of the province of British Columbia, the superintendent of education of the said province, the principal of McGill University and the principal of the college shall be members ex-officio."

Stuart Henderson pointed out that in this institution the board of trustees was apparently to be a close corporation elected by itself. He thought that the graduates of McGill University might have representation on this board. The Lieut.-Governor in Council should be represented also. He understood that the institution was to be (Continued on page 4.)

REMOVAL SHOE SALE

- 30 pairs Men's Strong Lace Boots, value \$1.60, now \$1.20
- 33 pairs Men's Water-tight Blucher Cut, value \$3.00, now 2.35
- 30 pairs Men's High Cut Lace Black and Tan, value \$6.00, now 4.25
- 60 pairs Men's Long Gum Boots, value \$6.00, now 4.95
- 65 pairs Men's Lace and Congress Boots, value \$3.00 to \$4.50 \$1.95
- 30 pairs Misses' School Boots, sizes 11 to 2, now75
- 50 pairs Women's Button Boots, value 3.00 and 4.00, now 1.00
- 60 pairs Women's Fine Lace Boots, value 2.50 to 3.50, now 1.95

- Boys' Strong Lace Boots, sizes 3, 4 and 5, value 1.40, now75
- Boys' Lace School Boots, value 1.60, now 1.25
- Boys' English Water-tight Boots, sizes 1 to 5, value 2.25, now 1.65
- Youths' English Water-tight Boots, sizes 11 to 13, value 1.75 1.25
- Women's Box Calf Bals, value 2.00 1.50
- Women's Box Calf Bals, value 2.50 1.90
- Misses' Box Calf Bals, sizes 11 to 2, value 1.65 1.40
- Misses' Kid Bals, sizes 11 to 2, value 1.50 1.20

We are too busy to write ads.

Freight Paid on all Country Orders over \$5

See The Banner. FULLERTON'S 103 Government Street.

HOW THE ACCOUNT STANDS.

It is admitted that the Dominion government has not done all that might be done or that we should like to have done for the improvement of aids to navigation in Western waters.

A far from resourceful but unscrupulous contemporary, which cannot find any cause for offence in the Dominion government except in allegations that it does not treat the West in the matter of appropriations with the same degree of generosity that it treats the East.

There is a fair, honest and patriotic way of finally settling this matter without appealing to sectional prejudice or attempting to excite jealousy between one portion of the Dominion and other portions.

Table with columns: Date, Expenditures, Receipts. Rows for years 1890-1905.

An analysis of the above figures discloses the fact that from the year 1890 till the year 1895, which was the last full year of Conservative rule, the increase in expenditures for aids to navigation in British Columbia was a fraction more than forty per cent.

Then there is another aspect to this matter. We have before us a complaint from the lips of Sir Thomas Shaughnessy with reference to the inadequacy of aids to navigation in the reprehensibly greedy East, which is absorbing so much that ought in justice to be given to the West.

The Victoria industrial and agricultural exhibition association lost a most competent and painstaking official when it accepted the resignation of R. H. Swinerton.

Our pugnacious friend Mr. Bowser had not a bark, nor even a yelp, left when the House of Commons and T. W. Peterson had done with him.

FINAL OPPORTUNITY. The most beautiful picture ever offered this country is without doubt the one entitled "Quebec, Alexandria, Her Grandchildren and Dogs."

without delay, so that ocean traffic to and from Canada can be retained for Canadian ports.

LET IT ROT.

The Socialist leader is a resourceful man. And a devoted friend of labor up to the point at which the interests of honest, honorable toil conflict with his contract to keep the McBride government in power.

Mr. Henderson pointed out that the institution was a provincial one, otherwise the bill had no business to be introduced here.

His amendment should be described as a bill for the purpose of providing for the cancellation of the bill respecting the export of timber to the United States.

On the second reading of the bill relating to the transfer of land titles to land, the attorney-general explained that the act was a consolidation of the law relating to that subject.

Mr. Bowser moved the second reading of the bill to incorporate the B. C. Northern Railway Company.

On Thursday next Hon. C. Wilson, as he is known, will introduce a bill entitled "An Act to amend the 'Coal Mines Regulation Act'."

On Friday next, Dr. Young to ask leave to introduce a bill entitled "An Act to amend the 'Placer Mining Act'."

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DR. WEAVER'S TREATMENT. WEAVER'S SYRUP For Humors Salt Rheum Scrofulous Swellings, etc. WEAVER'S GERATE Cleanses the Skin Beautifies the Complexion.

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DR. WEAVER'S TREATMENT. WEAVER'S SYRUP For Humors Salt Rheum Scrofulous Swellings, etc. WEAVER'S GERATE Cleanses the Skin Beautifies the Complexion.

Local. -For the week of total clearings at the house totalled \$824.

Local. -In the list of Monday's Times as scene of the Valet has been identified.

Local. -Two passengers Princess Beatrice, who have a long journey bound for Patagonia.

Local. -A meeting of the Tourist Association afternoon, when the understanding was vigorously advocated.

Local. -In Chambers of the Chief Justice of the law to give parties credit in the case of yesterday afternoon.

Local. -An emergency Regiment was held call of Lt.-Col. Hall to demonstrate who could be mastered.

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WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office, 21st January to 6th February, 1906.

During this week there has been a remarkable absence of rain and with the exception of a few drizzles on the Strata and south on the first four days, practically cloudless skies have been general, not only throughout this province but southward to California. The wind has been from the north and east; of Cape Flattery being the only exception, where a moderate east gale was reported during the first few days. Thin clouds were seen on the 2nd and 3rd, but on the 4th and 5th a high barometric pressure over the North Pacific slope, while from California eastward the barometer remained low. Frost occurred on the Lower Mainland on the last six days of the week, but upon no day was the highest temperature below 32 degrees. In the Kootenay district the weather has been remarkably mild, with frosts only on the last three days and in Cariboo only on the 4th. Owing to the constant high barometer to the northward, steady cold weather occurred in the Yukon and Atlin districts. During the first three days of the week, the wind was from the north and east, in some instances 40 degrees were recorded. In Manitoba the temperature has been mostly below zero, and during the week of a storm on the 2nd Winnipeg reported a strong northwest gale as well as a temperature below zero.

Victoria—Precipitation, .01 inch (fog); highest temperature, 49.3 on 6th; and lowest, 29.9 on 2nd; total amount of bright sunshine recorded was 24 hours and 12 minutes.

Vancouver—No rain or snow; highest temperature, 49 on 31st; lowest, 26 on 5th and 6th.

New Westminster—No rain or snow; highest temperature, 48 on 31st and 6th; lowest, 28 on 2nd, 3rd, 4th, 5th and 6th.

Kamloops—No rain or snow; highest temperature, 40 on 31st and 1st; lowest, 20 on 4th.

Backsville—Snow, 4 inches; highest temperature, 44 on 1st; lowest, 8 on 4th and 5th.

Port Simpson—Rain, 34 inch; highest temperature, 44 on 2nd; lowest, 30 on 6th.

Atlin—Snow, 5 inches; highest temperature, 26 on 31st; lowest, 15 below on 6th.

Dawson—No snow; highest temperature, 18 on 31st; lowest, 24 below on 2nd.

At the provincial police office there are a number of articles taken from bodies of passengers drowned in the Valencia wreck, which may lead to identification. There is a small square of blue cloth with a white cross and a baggage check marked W. S. Ray & Co., San Francisco; a gold chain with square pendant, fitted in gold; a round oval pendant attached to watch chain, with big silver watch; a certificate receipt of the Mining Co-operative Syndicate, Ellensburg, Wash., No. 2709, series 2, and various other articles which may aid in identification of the missing.

The funeral of Adam Beattie Reid took place Tuesday afternoon from Calvary Baptist church, Rev. L. T. Tapscott, the pastor, officiating, with a full choral service. The Dead March in Saul was played as the mourners left the church, the pallbearers carrying the casket, which was literally hidden by wreaths of flowers sent in by the friends of the deceased. The late Mr. Beattie was a prominent member of the Baptist church, and took an active part in Sunday school affairs. The pallbearers were Messrs. J. A. Martin, and Symonds, R. Russell, D. Cleveland, T. H. Clarke and A. A. McNeill.

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W. M. Brown, an old-time miner and prospector in the Cariboo and a member of the local legislature in the early days, is paying Victoria a visit. For years past Mr. Brown has been located at Revelstoke.

A quiet wedding took place at Duncans Wednesday when James Blackwood and Miss Regina Elizabeth Behnen were united in the holy bonds of matrimony by Rev. Father E. M. Schuler. The young couple are Victorians, and very popular.

The two new Japanese warships built in England and for which the officers arrived Wednesday en route to the Old Country to take over, are the Kashina and the Katoria. They are vessels of 16,000 tons each, and carry four 12-in., four 10-in. and twelve 6-in. guns.

The performance of "Our Boys" by a local company of amateurs will be given in the A. O. U. W. hall, Monday, 12th inst. In addition to the Miss Sehl and Miss O'Meara will sing between the acts; a fancy dance by one of Mrs. Lester's classes will also be given, and in itself will be well worth seeing.

J. H. Coulthard, of Garbergy Gardens, and formerly of Nicola Valley, died Wednesday after a protracted illness, aged 70 years. He leaves a widow, also a family by his first wife. The remains were embalmed by the B. C. Funeral & Furnishing Co. and forwarded Wednesday to New Westminster for burial in the family vault there.

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The initial step in the raising of a fund for the construction of a new Y. M. C. A. building has been taken by the Ladies' Auxiliary of that organization. They have decided, with the co-operation of the board of directors, to give a sale of work at the residence of R. L. Drury, M. P. P., on the 11th of April. The proceeds will be set aside for the purpose mentioned, and the nucleus thus formed will be augmented during the summer months on every possible occasion. Everyone interested in the progress of that deserving institution is expected to assist in the contributions to the fund. It is hoped that the latter will grow

rapidly, allowing the purchase of a lot and the construction of a building worthy of the association at a comparatively early date.

Entire stock of clothing and furnishings of the late S. Reid & Co., Ltd., is now being offered to the public by auction at 2.30 and 7.30 p. m., respectively, at 122 Government street, as premises must be vacated.

The recovery of another body, that of a young woman, one of the passengers of the wrecked Valencia, is reported from Clayoquot. The body was so badly decomposed that it was buried.

The St. Andrew's Society will hold their annual entertainment on Monday evening next in the Sir William Wallace hall. In addition to the concert part of the programme a short address will be given by Rev. Dr. Fraser of Vancouver.

Wednesday afternoon work was retarded by the effect that Mason Hegerly had been convicted of killing an elk in the neighborhood of Cowichan lake and was sentenced by Maitland Douglas, J. C., at Duncan, to thirty days imprisonment without the option of a fine.

An industry which gives promise of developing into one of great importance has been started at 22 Second street, where Alfred Taylor, well known to Victorians, has commenced the work of putting on the market a new automobile alarm patented by him. A number of local capitalists are co-operating in the enterprise, which consists of a simple device whereby an alarm sounds automatically with the rise of temperature in a room. It resembles an ordinary push button in appearance and is an inexpensive and effective means of locating fires.

Dr. Lewis Hall was Wednesday presented with a handsome gold emblem by Alexandra Lodge, No. 116, Sons of England. It was inscribed: "Presented to Dr. Lewis Hall for services rendered the lodge, 1905, Lodge Alexandra, No. 116." The presentation was made by District Deputy E. Haynes in felicitous words. In reply Dr. Hall thanked the lodge in a few appropriate remarks.

The Vancouver Board of Trade have taken up the question of life saving on the West Coast and have forwarded a petition to the Federal government on the subject. W. A. Ward asked the board to communicate with the Federal government and request that a passage be not on the extra hazardous list for steamers bound to Nome. The committee on navigation are considering the proposal.

Another much respected old-timer passed away Thursday at his residence, 74 Kingston street, in the person of Elias Stoddard Finsland. Deceased, who was 89 years of age, had been a resident of Victoria since 1858, and has ever since been prominent in public affairs. He leaves a widow, two daughters and eight sons to mourn his loss.

The funeral of Adam Beattie Reid took place Tuesday afternoon from Calvary Baptist church, Rev. L. T. Tapscott, the pastor, officiating, with a full choral service. The Dead March in Saul was played as the mourners left the church, the pallbearers carrying the casket, which was literally hidden by wreaths of flowers sent in by the friends of the deceased. The late Mr. Beattie was a prominent member of the Baptist church, and took an active part in Sunday school affairs. The pallbearers were Messrs. J. A. Martin, and Symonds, R. Russell, D. Cleveland, T. H. Clarke and A. A. McNeill.

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BOY FOUND IN CELLAR OF HIS HOUSE

Prisoner Confesses to Being Implicated—Possibilities of Saskatchewan—Two Liberals Elected.

Ellerhouse, N. S., Feb. 6.—The body of Freeman Harvie, with the head decapitated, was found in his cellar this morning. He had not been seen since last Friday morning.

A Confession. Halifax, Feb. 6.—An Englishman, named Stanley, arrested for the murder of an old man named Harvie, at Ellerhouse, confesses to being implicated, but says the deed was done by Fisher and his son, Stanley, of his own accord.

Improvements. Rosthern, Sask., Feb. 6.—This town is following the example of all the bustling centres of the West and will install an extensive system of waterworks, fire equipment and municipal electric light plant.

Minister's Predictions. Moose Jaw, Sask., Feb. 6.—Hon. W. R. Motherwell, minister of agriculture, in Saskatchewan, in addressing the territorial grain growers' association to-day, predicted that within five years the surplus of wheat for export would total a hundred million bushels.

Two Bye-Elections. Edmonton, Feb. 6.—Federal seats in Saskatchewan in which bye-elections were necessitated by the resignations of Hon. W. Scott and Hon. J. H. Lamont were carried by the government to-day by acclamation.

A Reply to Mayor. Winnipeg, Feb. 6.—At the annual meeting of the board of trade to-day it was decided to publish in pamphlet form data which the board has prepared as refutation of the famous report of Prof. Massey regarding Western Canada.

Seek Amendments. Toronto, Feb. 7.—A deputation of insurance men asked Honorable J. J. Foy, attorney-general of Ontario, this morning to amend the law so as to penalize companies and agents who give rebates.

A Good Year. Toronto, Feb. 7.—The twentieth annual meeting of the Dominion Sheepbreeders' Association opened here to-day. The reports of the secretary and executive committee were presented.

Unopposed. Sherbrooke, Que., Feb. 6.—Dr. A. N. Worthington, Conservative, was elected by acclamation in Sherbrooke county to-day for the House of Commons. The election was rendered necessary by the death of the incumbent, who had been elected in 1914.

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The Inter-State Savings Bank, of which he was president up to yesterday when his resignation was accepted, also underwent runs yesterday and to-day. Cashier Amick said they would be able to stand the drain.

Haute, Ind., and had been very successful. He secured national publicity two years ago by advertising a dramatization of the life of Christ.

SACRIFICE OF INFANTS.

Millions Have Been Victims of Soothing Syrups, Pain Killers and Impure Milk.

Washington, D.C., Feb. 7.—That more than a million infants had been sacrificed to the various concoctions known as soothing syrups and pain killers, and over twice that number killed by impure milk, was the declaration made last night by Prof. H. W. Wiley, chief of the chemistry bureau of the United States department of agriculture.

"We do not know anything about the milk we have left at our homes or the conditions under which it was produced," he added.

"I have found that the foods we daily consume are so fraught with germ life that I am almost afraid to go to the table. The butter is tainted, there is little other to be found anywhere.

STRUGGLE FOR A RAILWAY CROSSING

DISPUTE REGARDING RIGHT OF WAY NEAR TORONTO

Dynamite Used to Remove Obstacle Placed on Track by Grand Trunk Employees.

Toronto, Feb. 7.—Miniature war raged all yesterday afternoon in the valley of the Don to east of the city, and ceased only when darkness fell upon the scene.

The dispute was over possession of right-of-way. The courts had decided that the James Bay could cross the Grand Trunk railway tracks, but the latter had placed a 50-ton coal car there, and when the James Bay people tried to remove it the Grand Trunk railway backed down another car, making a bad wreck of the coal car.

Watchmen were placed on guard at the disputed crossing.

SENATOR SMOOT'S CASE. Former Mormon Gives Evidence Before Committee on Privileges and Elections in Congress.

Washington, D. C., Feb. 7.—The hearing in the case of Senator Smoot, of Utah, was resumed to-day before the committee on privileges and elections. The first witness was Prof. Walter M. Wolfe, formerly teacher of geology in the Brigham Young College at Logan, Utah, and an apostle of the church.

ENTERPRISE BURNED. A Victoria Sealing Schooner Has Been Totally Destroyed in Southern Atlantic.

A cablegram received from Rio Grande del Sul, Uruguay, reports that the schooner Enterprise has been totally destroyed by fire. The event is supposed to have occurred about three weeks ago, but particulars are not given.

WOMEN'S SUFFRAGE. Annual Convention of National Association Being Held in Baltimore.

Baltimore, Md., Feb. 7.—The thirty-eighth annual convention of the National Women's Suffrage Association met in the city to-day and promises to be one of the most notable gatherings in the history of the organization.

MILLIONS OF TONS OF COAL IN STOCK

SUPPLY OF ANTHRACITE FAR EXCEEDS DEMAND

It May Be Necessary to Close Mines There is No Strike in April.

New York, Feb. 7.—The Tribune says: "Owing to the secret conference here yesterday of the Anthracite coal railroad presidents there was a well grounded report that the anthracite has been mined so much in excess of the demand that the shut down in the mines may be necessary if there is no strike on April 1st."

"Henry S. Fleming, who is the secretary of the bituminous coal trade, says he is confident that the anthracite coal firms, and the secretary of the Anthracite Coal Operators' Association, made public yesterday estimates which he has been collecting as to the probable proportion of miners who will have a strike on April 1st.

"Mr. Fleming estimated that allowing for cold weather there would be easily a five months' supply of anthracite on hand on April 1st.

"The prospect of a coal strike has revived interest in the coal supply stations which the various railroad companies have constructed near the city since the last strike in the anthracite regions. One of the largest of these is a coal bunker at Coalburg, N. J., on the line of the New York, Susquehanna & Western Railroad, which that company has selected as a reserve station.

"The Lehigh Valley Railway—Pottsville, 200,000 tons; South Plainfield, 20,000 tons; Jersey City, 45,000 tons; Newark, 25,000 tons; Hudson, 75,000 tons. "The Delaware and Hudson Railway—Rondout, 200,000 tons; Weehawken, 50,000 tons.

"The Pennsylvania Railway—Southampton, 157,000 tons. "The New York, Susquehanna & Western Railway—Coalburg, 200,000 tons; Pompton, 25,000 tons; Edgewater, 5,000 tons.

"The Delaware, Lackawanna & Western Railway—Hoboken, 40,000 tons."

FRENCH REPRESENTATIVE. Oliver Taigny Arrives From Venezuela En Route to Washington.

New York, Feb. 7.—The steamer Scoulla, which carried Oliver Taigny, former charge d'affaires for France at Caracas, Venezuela, who was not allowed to land again at La Guaira, after he had gone on board a French steamer to receive dispatches from Paris arrived here to-day.

CHARGE OF MANSLAUGHTER. Against a Boxer—Arises Out of Death of Opponent in Contest at Colma.

San Francisco, Feb. 7.—As a result of the autopsy performed on the body of Alex. Dvoin, the boy who was killed in an unlicensed prize fight at the Colma Club's pavilion at Colma on Monday night by "Schiefel Johnson," a charge of manslaughter has been placed against Johnson, and his whereabouts are being sought by the sheriff of San Mateo county and by local police.

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MOROCCAN CONFERENCE. German Officials Less Hopeful Regarding the Outcome—Failure Will Damage Country's Prestige.

Berlin, Feb. 7.—While government circles make an outwardly hopeful attitude regarding the conference at Algiers the indications are that much concern is felt about the outcome. Even a failure to reach an agreement on the police question is regarded as probable.

"The result of a failure to reach an agreement would be, according to German inspired utterances, that Moroccan affairs would continue to be regulated under the arrangement of 1880. But more critical observers point out that the controversy of 1905 originated despatched the arrangements of the conference being due to German initiative its failure would involve serious damage to German prestige.

JEWEL ROBBERY. New York, Feb. 7.—A burglar broke into the home of Leopold W. Wormser, a retired banker in West 71st street, opposite the Hotel Majestic, early to-day, stole jewels valued at \$5,000 and escaped with the booty.

THE INSPECTION OF SEALING SCHOONERS. URGED ON DEPARTMENT OF MARINE AND FISHERIES

Inspector of Halls Will Probably be Instructed to Examine Boats Engaged in Indu t y.

Ottawa, Feb. 7.—The loss of the schooner Fawn with all hands has been the immediate cause of presentations being made to the marine department in respect to the need for government inspection of all schooners engaged in the sealing industry.

It has been pointed out that a schooner was lost last year, and another a few years ago, and in every instance a large number of Indians were also lost. It is alleged by the Indians on the West Coast that the vessels lost were unseaworthy, and the same statement is made with regard to others of the fleet.

After the minutes, a vote of condolence was carried and will be forwarded to Mrs. Jesse expressing sympathy with her in her recent bereavement—the loss of her son, G. H. Jesse, one of the victims of the Valencia disaster, and a valued member of the organization.

A resolution of congratulation to W. Wilson on his recovery from his recent illness was carried, and will be forwarded to that member.

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BAYS HELD THEIR ANNUAL MEETING REPORTS SHOW CLUB TO BE FLOURISHING

Many Recommendations Contained in Annual Statement—Dan O'Sullivan Declines J. B. A. A. Captaincy.

There was a large attendance at the fifteenth annual meeting of the James Bay Athletic Association held Tuesday evening at the club rooms.

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The bargain idea is all right in buying dry goods, but never with seeds. It takes time, money, care and experience to grow seeds that are absolutely reliable, and if you want success, fight shy of so-called "bargain" seeds, and stick to something you know to be good.

The STEELE, BRIGGS SEED CO., Limited TORONTO, HAMILTON & WINNIPEG

NEUROUS DEBILITY CURED

Excesses and indiscretions are the cause of more nervous and debility than any other cause. We see the victims of vicious habits on every hand; the hollow, pinched face, dark circles under the eyes, the emaciated, nervous, and irritable system, the constant and timid bearing, the inability to do anything but to get into bed and to sleep, the loss of all vitality, the loss of all energy, the loss of all power.

DRS. KENNEDY & KERGAN, 149 Shelby Street, Detroit, Mich.

TOBACCO HABIT

Dr. McTaggart's tobacco remedy removes all desire for the weed in a few days. A vegetable medicine, and only requires the tongue with it occasionally. Price \$2.

LIQUOR HABIT

Marvellous results from taking his remedy for the liquor habit. Safe and inexpensive home treatment; no hypodermic needles, no opiates, no narcotics, no loss of business, and a cure certain.

THOROUGHbred EGGS FOR HATCHING—S. C. Buff Leghorn, \$1.25 for 10; S. C. Black Minorca, \$1.50 for 10; R. C. Starling, \$1.50 for 10; R. C. Starling, \$1.50 for 10; R. C. Starling, \$1.50 for 10.

APPOINTMENT SECRETARY. R. H. Swinerton Resigns Secretaryship of Agricultural Association—Is Succeeded by J. Smart.

An important meeting of the executive committee of the B. C. Agricultural Association was held on Tuesday in the office of the secretary, when R. H. Swinerton, who has filled that position for the last few years with signal success, tendered his resignation, and was succeeded by J. Smart, formerly in the office of Stuart Robertson. Mr. Swinerton's resignation was accepted with much regret, for he has been looked upon as a most capable and efficient official. The manner in which he attended to the duties of the association has given the utmost gratification.

There was considerable business disposed of at the meeting Tuesday night, among which was the appointment of the executive committees. These are as follows: Sports and attractions, Dr. Toimie; live stock and yard, Ald. J. S. Yates; building, Messrs. Martindale and Paul; Morris' gates and tickets, Messrs. Shaker and ...

The register of deaths lay before a town clerk in Hungary who was found dead in his office with a bullet in his brain and a revolver in his hand. The man's own death was the result of his own, signed by himself. The minister of the interior has ordered the entry of the death to be cancelled on the ground that the clerk was not qualified to register his own death. The death was accordingly re-entered and signed by his successor.

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PROTECTING DALLAS

STEPS TO BE TAKEN FOR EX...

The Council Considered Important Matters Meeting

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PROTECTING THE DALLAS FORESHORE

STEPS TO BE TAKEN FOR EXTENDING WALL

The Council Considered This and Other Important Matters at Last Night's Meeting.

(From Tuesday's Daily.)

There was a lot of business before the city council last evening. Ald. Fell, Rev. Canon Beaulieu and E. O. Schofield were reappointed library commissioners for another year; the consideration of the analysis in connection with the inquest on the Duval child was discussed at some length, and finally left to the Mayor with power to all the advisability of consolidating the secretaries of public committees was considered, and another matter of much importance was the decision reached to complete the fore-shore protection work as soon as possible.

The honorable provincial secretary wrote reporting the appointment of license and police commissioners. Received and filed.

Attorney-General Wilson wrote acknowledging the receipt of proposed amendments to the Municipal Clauses Act, and promised the dispatch of business as early as possible.

Ald. Fell said that he had an interview with members of the House, and ascertained that they were only now considering the framing of the bill. He would know to-morrow or next day, after a conference between their committee and members of the house might be arranged.

The W. C. T. U. wrote asking that in the course of re-classifying of the library books those not needed be given to the W. C. T. U. mission.

Laid on the table to be dealt with when similar applications are considered.

E. H. Spurling, general manager of the B. C. Electric Railway Company, wrote that he had received the council's request for an opinion of the company on the proposed amendment of the "secret" agreement.

His Worship reported that Mr. Spurling had written and not telegraphed. Received and filed.

The Victoria Musical Society asked for a room for the use of the society. Two rooms suggested themselves to the society, the council chamber and the one over the library.

Ald. Stewart moved that the request for the use of the upper floor in the library building be granted, the object being a worthy one.

Ald. Hall thought that it should be borne in mind that other similar applications should be considered if this was done.

Ald. Fell said it should be also considered that there is a reading room in the building, and he did not think that everyone would enjoy a "musical box" next door.

Ald. Stewart withdrew his motion. He had not thought of the reading room being next to the one wanted.

Ald. Yates moved to leave the matter to the Mayor's hands. It would be very annoying to a person reading or studying to hear such a noise.

His Worship said that he would discuss the matter with the society, and see if room for the purpose could not be secured. He would refer the matter to the council on Thursday. This course was approved.

Coroner Hart wrote notifying the council that a fee of \$100 would be charged the city for an analysis of the stomach of the Duval child, on which an inquest had recently been held.

There was a good deal of discussion on this subject, it being thought that the fee to be charged is too much, especially, said Ald. Fell, in view of the fact that the government instruments were to be used in making the analysis.

Ald. Vincent asked what was the object to be attained. He did not think the council had anything to gain. Ald. Yates thought that a doctor after an examination of a stomach should have a pretty good idea of the cause of death.

Ald. Hall moved that it be referred to the Mayor to arrange, and this motion was finally adopted.

City Clerk Dowler received communications from F. J. Palmer, Frances A. Walker, G. F. Ellery, A. E. Mills, R. S. Day, William Howes and the Taylor Pattison Mill Co., which had been referred to the streets and bridges committee. Received and filed.

City Engineer Topp estimated that the amount of gravel required for grading the market yard was 400 cubic yards at a cost of spreading of \$84.

His Worship said that he and Ald. Yates had visited the yard and they agreed that it was in bad shape. He then called on the city engineer to estimate the amount of gravel required for filling in the holes. He approached Mr. Van Sant, manager of the Victoria & Sidney railway, and that gentleman agreed to pay half the cost of hauling the gravel if the same was in reason.

His Worship said this amount of gravel did not include that required for the grading of the street beyond. He also proposed that the big fence should be removed. He had seen Mr. Van Sant, and had asked him to let the council know what his company was prepared to do with respect to the market building. Mr. Van Sant did not seem pleased, but promised to accede to the request.

Ald. Fell thought that nothing should be done in the matter that would involve the council's liability in a legal way.

Ald. Yates suggested that an agreement be made with the city body. He was his minister in the matter. He was drawn by the city solicitor, and the city's interests safeguarded.

Ald. Vincent thought that any work undertaken by the council should be done exclusively by that body.

It was finally decided to carry out the work, the necessary agreement for

the same to be drawn by the city solicitor.

A letter from the city solicitor again asked for an increase in salary.

Ald. Yates opposed the request, as the solicitor had accepted the position at a set wage, and he was paid for extra services.

Laid on the table until the estimates were taken up.

W. H. Keating, police court clerk, asked for an increase of \$15 a month in consideration of his services as a short hand writer.

Laid on the table pending the estimates.

Mr. Borde, collector of water rates, asked for an increase of \$10 a month. This communication took the same course.

On motion of Ald. Stewart all other similar communications were dealt with in the same way.

W. S. Gore and twelve others protested against the changing of Victoria Crescent to Quadra street, and asked that the old name be restored.

Ald. Vincent moved that the request be granted.

Ald. Goodacre seconded the motion, and this caused some amusement. Ald. Fell stating that the motion was out of order. The changing of the streets name was done by by-law, and could not be undone except by by-law.

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PRESIDENT LOUDON SPEAKS ON BILL

Head of Toronto University and Chancellor Burwash of Victoria Condemn Present Bill as Unfair.

(Toronto, Feb. 7.—President Loudon of Toronto University, when shown a dispatch from Victoria stating that the second reading had been given to a bill establishing a university college of British Columbia under the direct control of McGill University, said to the Times representative: "The matter will very probably be considered by the Senate at a meeting on Friday evening."

"If the bill goes through it simply means that the college will be a feeder of McGill. I think it quite unfair that they should receive such an advantage over other eastern universities. I notice that Sir Wm. McDonald is giving his support and McGill is sending out a number of professors. They can do this, being a privately endowed institution, while the University of Toronto, which is a provincial institution, cannot spend money outside the province; although we can hold examinations and affiliate with western colleges and collect fees."

"Columbia College at New Westminster is now affiliated with Toronto University, directly through Victoria College."

"We have a large number of very prominent graduates in British Columbia, and they will doubtless be giving thought to possible leaving McGill gaining such an undue advantage."

"The Chancellor Burwash, of Victoria, said he considered such a bill a serious injustice to the Methodist church and to Columbia College at New Westminster."

"Some years ago," he said, "we applied to the province for a charter granting Columbia College University standing with courses in arts and theology. A charter giving the power to confer degrees in arts was refused on the ground that a provincial university had been provided for, and no other institution should be allowed to pre-empt the prerogatives which belonged to the provincial university. The Methodist church accepted that position, and has found its position, and carried on the work with a view to affiliation with the provincial university and unity of action as soon as it was established."

"Now to grant McGill University the power to confer degrees in arts and theology through the representatives of the Methodist church will be to do a very serious injustice to the church and to Columbia College."

"If the legislature has changed its programme and does not wish to establish a provincial university, and is going to let eastern institutions come in permanently, then the Methodist college, which has been doing the work for the past eight years, should have the same opportunity as any other."

"We got word that a university bill was being introduced through the British Columbia legislature, and at once telegraphed for a full statement of the matter, and found its intention. The Chancellor added that there was a possibility of the lieutenant-governor being asked to disallow the bill if it were shown that it was not in the public interest, and that a storm of disapproval."

WILL PRESS FOR IMPROVEMENTS

TO LESSEN DANGER TO SHIPPING ON COAST

Hon. W. Templeman Has No Doubt the Federal Government Will Take Action.

The Ottawa Free Press of January 29th says: "The many marine casualties that have occurred on the west coast of Vancouver Island during the last month or two have served to direct public attention once more to the dangerous character of navigation in those waters, and at certain seasons of the year, and to revive with added force the demand of the shipping interest and members of the board of trade of Victoria, B. C., for improvement along that coast, such as the erection of more lighthouses and life-saving stations at the points where they will be of greatest service. Besides the loss of the Valencia with 150 lives, several freighting ships during the last four or five weeks have been driven upon the rocky west coast and lost, most of the crews perishing."

"Senator Templeman, when asked to explain the cause of so many disasters so near the city of Victoria, said they occurred almost altogether during the winter months of December, January and February, when nearly all the gales and fogs of the year also prevail. The prevailing wind on the Pacific coast of Canada was from the southwest, which would, when a gale was blowing, carry all ships making for the Straits of San Juan de Fuca towards the Vancouver Island coast, and when sailing to the American ports on Puget Sound or to Victoria or Vancouver pass through these straits and there is, consequently, at all times a number of vessels converging towards the entrance to the straits, which are probably fifty miles wide, having a light at Cape Flattery on the American side and at Cape Beale on the Canadian side."

"In a very heavy gale, made worse by fog and blinding rain, as in the case of the unfortunate Valencia, and in ninety-nine out of a hundred vessels will be driven to the Vancouver Island shore. For two hundred and fifty to three hundred miles from south to north the coast line is one continuous chain of ridges and mountains, with rocky islets along the shore, which fortunately has several excellent harbors."

"There are several lights on this coast line, and more are needed. But there is little or no settlement, so that the first news of a disaster is received from an incoming steamer. The Dominion government operates a telegraph line to Carmanah and Cape Beale lights, over which the news is sometimes sent, but as the wires which connect it with Victoria with the C. P. R. system are carried for uses through dense forest that lines the coast and uses the trees for telegraph poles, communication is at all times subject to be cut off for days at a time."

"Conditions, Senator Templeman thinks, can be improved, and he will press upon the attention of the minister of marine the necessity for doing something to lessen the dangers to navigation. It was only last session that the government gave a subsidy of \$10,000 to a wrecking steamer, which, under contract, is required to be ready at Victoria with steam up at all time, to render assistance to vessels in danger. That steamer is now in commission and rendered valuable assistance at the wreck of the Valencia. Whatever else can be done by the government to lessen the dangers to shipping on the southwest coast of Vancouver Island, and to give assistance when disasters occur will be done, the minister for British Columbia has no doubt. He thinks, the government's very liberal policy during recent years in all questions relating to marine matters is a guarantee that nothing that can be done to eliminate the risks to shipping as much as possible, as well on the Pacific as on the Atlantic, or in the St. Lawrence, was sufficient guarantee of its intention in this direction."

"I am afraid," the Senator from British Columbia added, "that outside of the government there is not very much interest taken in Canada's maritime interests, and that it is only a very little thought is given to the enormous possibilities of British Columbia as a maritime province. I suppose that because the Atlantic is still to easterners just a mere writing-commerce of the world, and the growth of the trans-Pacific trade has been going on at such a rate during recent years that it is only a question of a very short time until all Canada, politicians included, must admit that it is of the greatest importance to our great western coast, with its magnificent harbors, open three hundred and sixty-five days in the year, which will give it first rank in commercial importance with the ports of the Dominion. Even now, Vancouver's progress as an ocean port is highly suggestive. When the G. T. P. and the Canadian Northern have reached the Pacific, all those who participated in the development of British Columbia grow. There is no doubt that we cannot afford to ignore the requirements of British Columbia in anything that will tend to the success and expansion of the commerce of the Pacific."

CHANGES IN REGULATIONS.

Some New Instructions Issued for Guidance in the Postal Service.

The following changes in the postal regulations are reported by Postmaster Noon: As intimated in departmental circular of the 8th November, 1905, all mail matter enclosed in transparent envelopes having the address on the enclosure is to be treated as non-transmissible by mail in Canada, and the same regulation applies to matter in envelopes having a transparent front portion covering the address.

The reason for prohibiting the circulation in the mails of the matter in question is that the difficulty found in deciphering addresses under transparent coverings seriously interferes with the rapid and accurate sorting of mails in post offices and mail cars.

Attention is drawn to the fact that the Postal Union regulations, governing correspondence interchanged between Canada and other countries, require the stamps used for prepaying postage on post cards or unenclosed cards mailed as printed matter to be placed on the front or address side, and, as cards having the stamp on the back are being returned to this country as non-transmissible by the British exchange offices, postmasters are directed to caution the public to be careful to place stamps on the front of their cards in future.

The postal administration of the Commonwealth of Australia has given notice that the rates of postage on post cards sent from Australia to Canada have been reduced from 1/4 cent to one penny each for single post cards and from 3/4 cent to 2/4 cent for reply post cards, dating from 1st January, 1906.

Special attention is drawn to the fact that no parcel mailed in Canada for transmission to another country by parcel post may contain written correspondence of any kind.

The Jap passenger on the Talemachus, ordered deported by Dr. Milne and who escaped from the steamer a few days ago, has been located at a Japanese boarding house, and is being sent back to the land of the Mikado.

ANNUAL MEETING.

Splendid Work Done by the First Presbyterian Church During Past Year.

The annual meeting of the congregation of First Presbyterian church was held last week. The congregation was well represented. The pastor, President, and congratulated the congregation on the harmony which existed during the year, and the good work which had been accomplished. The reports showed that good progress was being made in all lines of church work. The treasurer's statement showed \$800 more than that of the previous year, which enabled the board of management to pay off a debt of \$100 on the church, and the beginning of the year and placing the congregation now entirely free from debt. The aggregate amount raised from all sources during the year was \$478, together with \$85 for Columbia College, and \$65 for a missionary steam launch to be used among the islands of the Gulf of Georgia.

The meeting unanimously agreed to make considerable improvements in the auditorium of the church, the pioneer of Presbyterianism in the west, which is to celebrate its 44th anniversary next Sunday, when Rev. Dr. Fraser, of Vancouver, will preach at that forenoon and evening services.

Messrs. A. Fraser, Sexsmith, Murie, Gillis, and Capt. Gould were elected to the board of management, after which many thanks were passed, and the meeting closed.

(From Wednesday's Daily.)

While no bodies will be brought to Victoria from the Valencia wreck, for the reason that if found they would be so badly decomposed as to be entirely unrecognizable and beyond removal, the provincial police have still three men on the ground who will look after the burial of the remains of any victims recovered, and will take charge of all floats that may drift ashore. For several days the condition of the wreck has not changed materially. It lies with one star above water, with the cylinders showing in a calm sea and with a great deal of cargo still in the hold. All the lighter freight, such as fruit, of course, came to the surface and for miles around and such articles to be seen along the shore. For the purpose of ascertaining if the machinery can be recovered a crew of divers under command of Capt. Chas. Nelson was to leave Seattle, this morning. They will make a complete examination of the wreck and will afterwards report to the Pacific Coast Steamship Company and the underwriters. The crew will also examine the wreck to see if any bodies have been caught in the mass of debris below water.

There are now no steamers cruising for bodies in the locality. All left the coast yesterday, the Loraine and Wyadna and the United States cutter Perry coming to Victoria, and the Wyadna and Loraine two bodies were brought, but they are in such a state that they cannot be identified. That picked up by the Wyadna was found a mile or so off shore. Sergt. Murray and Capt. Smith and party of ten men arrived down on the Loraine.

Capt. Smith's party were among the first on the scene after the wreck occurred. They have been on the coast continuously since then, keeping a constant watch for bodies, at times carrying them for miles over almost impassable trails or searching the rocky coast line under difficulties, occasionally almost insurmountable. At nights they slept in an Indian hut which offered shelter in the way of comfort except shelter from the weather. "But we did not mind this," said Capt. Smith this morning. "We would willingly have remained longer if we could have accomplished any good. In fact, I would have no objection returning to the wreck if it can be shown that any purpose could be so served. My instructions were to remain so long as I discovered any party found in all twenty bodies. Two were buried on the beach and eighteen were shipped. They were picked up on either side of the wreck, but mostly to the westward, because of the current which carries them in that direction. In our work we discovered that the use of the dory gave best satisfaction in getting in and out along the shore. The Indians proved of little assistance, and there were very few around, and they did not want to handle the bodies when they did find them."

Capt. Smith says that the last body they buried on the beach showed conclusively that it was useless attempting to recover any more. The remains were so far gone that they could not be lifted until they were placed in a sheet and the latter sewn up. Capt. Smith did not wish to give his opinion about what might have been done in lowering a boat from any of the steamers in the attempt to save the lives of those on the Valencia before the huge waves swept into eternity, but he does not wonder that there is a diversity of opinion about how close the rescue steamers were to the wreck. To those on the wreck and to those on the steamers cruising around outside the distance he thought would appear altogether different.

Among the latest identifications reported at the undertaking establishment in the city, the bodies of the bodies of Chas. P. Welsh, twenty man, aged 18, which will be shipped to San Francisco on the steamer Queen this evening, and the remains of Mildred Cole, a first class passenger. The latter's body was shipped to Seattle on Monday which was supposed to be that of Peter Glude, of Brownsville. When Messrs. Watson & Butterworth, Seattle undertakers, discovered their error they wired to Victoria for the right body, but the request was denied as Collector John C. Newbury had instructions that the body was to be buried in Victoria.

Another body was also taken from the parlors of W. J. Hanna when it should have been left. It had been given up by the young man in the parlors, however, upon certain representations being made to him.

Referring to the wreck, a dispatch from Washington says: By direction of President Roosevelt a searching investigation will be made by a special commission into the disaster of the steamship Valencia, which occurred recently off the coast of Vancouver Island. This investigation will be independent of that now being conducted by inspectors of the steamship inspection service. The commission will consist of Assistant Secretary Lawrence O. Murray, of the department of commerce, and Robert C. Knox, Smith's assistant deputy commissioner of corporations, both of whom were members of the "General Slocum" board, and Capt. Wm. T. Burwell, commandant of the navy, and at Bremerton, Washington, United States District Attorney Frye will assist the commission, thus enabling it to summon witnesses and to secure necessary testimony.

A searching investigation into the recent disaster of the steamship Valencia off the coast of Vancouver Island was demanded by the President, and by the State of Washington. The President and Representative Humphrey, of that state, had a talk to-day with President

SEARCH PARTY RETURNS TO CITY

FOUND TWENTY BODIES FROM VALENCIA WRECK

Work Has Now Been Abandoned by Fleet of Steamers—A United States Commission.

(From Wednesday's Daily.)

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THE PUBLIC SCHOOLS.

Attendance For the Past Month Reached the 2,800 Mark.

For the first time the attendance in the public schools reached last month the 2,800 mark. The classes in junior grades suffered a good deal from irregularity, so that the per cent. daily present barely escapes being below 90. Victoria West shows the best attendance, over 92 per cent.; while only three others, South Park, North Ward and Boys' Central reached 90 per cent. There were only three divisions in the honor list for regularity—50 per cent. or more: Boys' Central, division 1, 95.84 per cent.; North Ward, division 2, 95.80 per cent.; Victoria West, division 3, 95.53 per cent.

In the following schools more than half the children distinguished themselves by not missing a single session during the month: Boys' Central, South Park, Spring Ridge, Victoria West, and in several divisions, namely, Boys' Central, division 1 and 6; North Ward, division 1, and Victoria West, division 3, the number credited with perfect attendance was over 70 per cent. of the number present during the month. Following is the abstract for the various schools, which was prepared by the public school trustees of the province, which was held in Victoria on the 20th of this month. A programme is being prepared under the direction of the local committee, and it is expected to be of even greater interest than the first convention, which was held in Vancouver last year. Delegates will be present from all parts of the province.

(From Wednesday's Daily.)

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